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Hongkong Daily Press.

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[a1942]

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Hongkong, 1st March, 1905. [a1412]

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Caters for Ship and Engine Repairing.
The Works may be reached in 10 minutes from
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Launches will call alongside vessels in the
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Telephone 142.
Hongkong, 2nd January, 1905. 133

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EYSSENS CRUSTLESS DUTCH in
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DUTCH CREAM CHEESE in 1 kilo tins.
Of all dealers.
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DE. M. H. CHAUN.
37, DES VŒUX ROAD CENTRAL, HONGKONG
From the University of Pennsylvania, U.S.A.
Hongkong, 3rd June, 1904. 61

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Established 1719.

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Ship only the Finest Quality

Extra Dry (Green Seal)

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CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.
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Hongkong, 3rd October, 1900. 52

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SHAMKUN-CANTON.

On the British Concession.

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MACAO, CHINA.

In the Centre of the Praya Grande.

Both Hotels under experienced European
Management.

Every Comfort and Convenience for Residents
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[a1347]

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CURE INDIGESTION AND ALL STOMACH AND
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SHERBILLS FORD, N. C.
July 3, 1903.

W. H. COMSTOCK Co.
Gentlemen: I have used Dr. MORSE'S INDIAN ROOT PILLS for a case of dyspepsia
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Hongkong, 7th June, 1905. [a37]

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THE ABOVE EXCLUSIVELY SHIPPED TO

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A Trial Solicited. Fit and Satisfaction Guaranteed. Inspection Invited.
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PRICES \$390 \$425 \$450

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THE STANDARD LIFE OFFICE.

(ESTABLISHED 1825.)

THE Accumulated Funds of the Company
are nearly

\$11,000,000,

and the annual revenue is at the rate of

\$23600

PER DAY.

DODWELL & CO., LD.

[a1612-3]

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FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 persons.

131 Bedrooms.

Elegantly Furnished Reception Rooms.

Private Bar and Billiard Rooms for Hotel
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Hydraulic Lifts to each Floor.

Electric Lighting and Fans.

Every Comfort.

Ladies' Afternoon Tea Rooms.

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Metron in attendance.

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Admirably Situated. Sheltered from the
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FROM THE TRAMWAY TERMINUS
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A HIGH CLASS PRIVATE HOTEL

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard-Rooms.

Hot and Cold Water throughout.

Electrically Lighted. Electric Fans (if
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Electric Passenger Elevator to each floor.

Table D'Hôte at separate tables.

For Terms, &c., apply to the
MANAGER.

Hongkong, 16th June 1902. [a1061]

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A FIRST CLASS HOTEL Situated near

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Excellent Cuisine and Wines.

Large and lofty Rooms, Elegantly Furnished.

Hydraulic Elevator, hot and cold water
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Special Rates for Tourists.

Laundry Service for Guests.

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Hongkong, 21st October, 1902. [a49]

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No. 8 & 10, ICE HOUSE ROAD.

THESE premises, formerly known as the
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have been thoroughly renovated and furnished
in excellent style as Private Family Hotels.
Cool Rooms. Comfort of Residents, and the
Cuisine a specialty.

Apply to—

THE MANAGER.

Hongkong, 7th October, 1904. [94]

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(HOTEL-SANITARIUM OF SOUTH
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MACAO

HAS been re-opened under European
management and most strict supervision
with food, cleanliness, and hygiene of the place.
All comforts of a home.

A most pleasant retreat for those desirous of
a few days rest and quiet.

Comfortable accommodation for travellers
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Macao is 40 miles south-west of Hongkong
One steamer (the *Hongkong*), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.

Cable Address—"BOAVISTA."

For Terms, apply
[a1]

THE MANAGER.

applied for by shareholders will be disposed of by the general managers in accordance with article 8, paragraph 2, of the company's articles of association.

Resolution:—"That the capital of the company be increased to \$500,000 by the creation of 20,000 new shares of \$10 each."

Hon. Sir PAUL CHATER seconded and it was carried.

There was no further business.

THE PIRACY OF THE "ST. KILDA."

THE BOATSWAIN'S STORY.

The Chinese crew of the sunken British steamer *St. Kilda* were at the Shipping Office on June 15th, and a representative of the *Singapore Free Press* had an interview with the Chinese boatman who speaks good English.

The boatman, Cheong Ah Chow, stated that he signed articles on board the *St. Kilda* at Hongkong on the 3rd instant to proceed to Japan, and thence to any European ports and back to Hongkong, the original port of departure, the voyage not to exceed one year.

The ship left Hongkong bound for Kobe at 10 a.m. on the 11th instant, and at 4.30 p.m. on the same day sighted a Russian cruiser which signalled the ship to stop. The captain of the *St. Kilda* at once did so, and the cruiser sent two armed boats. Ten Russian sailors, armed with rifles and bayonets came aboard under two officers. Guards were placed over the hatchways and at the engine-room, and one of the Russian officers then demanded to see the ship's papers.

He perused these carefully and ordered the hatchways to be removed. He then went into the hold and examined the cargo.

Coming on deck again the two officers had a consultation, and the Captain of the *St. Kilda* was ordered to get into one of the Russian boats and accompany the senior officer to the Russian cruiser, the other officer and his boat's crew being left in charge of the *St. Kilda*. After an hour's delay, three boats put off from the cruiser bringing back with them the Captain of the *St. Kilda* who, on orders from the Russians, told the crew to collect their effects in readiness to go aboard the Russian ship. This was done under supervision of the Russians, who repeatedly signed to the crew to hurry up and leave the ship. They were ordered to get into the boats which took them aboard the *Dnieper*. The Russians then put their own crew aboard the *St. Kilda* and got her under way with great haste, both vessels steaming southwards at the highest speed the *St. Kilda* could be driven at.

Next morning at 9.30 o'clock both ships stopped, and Captain Skalsky, of the Russian, went on board the *St. Kilda* and made a thorough examination of her. The boats then returned from her bringing off everyone, and the boatman noticed that all the live stock with the vegetables and a quantity of tinned provisions had been brought away, as well as a bag of rice which the Russians soaked and marked as soon as it was got on board the *Dnieper*.

Then the *Dnieper* steamed away from the *St. Kilda* to what the boatman described at about five hundred yards distance, and opened fire with her guns. The first shot flew right over the *St. Kilda* and burst in the sea a long way off. The next shot, however, flew true and the *St. Kilda* was soon enveloped in a mass of smoke, fragments of shell and flying splinters. After half-a-dozen shots it was seen that the cotton in her forehold had been set on fire, and dense volumes of black smoke rolled forth from the hatchway. The bombardment was kept up till it was seen the doomed vessel was gradually settling down by the head. The Russians then ceased fire and in an hour from the firing of the first shot the *St. Kilda* gave a roll and went down by the bows, her stern jutting up into the air, and the last seen of the ill-fated vessel was the British flag which the Russians had neglected to remove from her stern flag-post.

The Russian cruiser then bore southwards at twenty knots, and after eight days stopped the steamer *Flores* and put the crew aboard her as has already been recorded.

The rest of the crew, who all speak a little "pidgin" English, state that they were not given time to remove all their clothes. On board the Russian ship they were not unkindly treated. They were accommodated in the two decks with the Russian firemen and given the same fare, which consisted of bread and "bad" butter in the morning, soup at mid-day, and plain rice in the evening.

The tally clerk of the *St. Kilda*, who superintended her loading, states emphatically that the cargo consisted of only rice, cotton, sugar, and rattans.

Arrangements are being made at the local Shipping Office to send all the crew to Hongkong at Board of Trade expense by the first available steamer.

CHIEF ENGINEER'S LETTER.

A letter signed by R. T. Young, late Chief Engineer of the s.s. *St. Kilda*, dated off Diamond Point, Sunday afternoon, 11th June, was brought to Singapore by one of the Chinese crew. The writer requested that the news might be spread that the *St. Kilda* was captured by the *Dnieper* on the previous Sunday thirty miles off Hongkong and was sunk, and that all the officers and engineers, cook, steward, boat-swain and mess-room steward had requested to be taken as near home as the cruiser could take them, and that they were likely to be taken to the Baltic.

NEWS OF THE "DNEPER."

Captain James Stephen of the British steamer *Lock Tay*, which arrived at Singapore

on June 15th from Barry, with 6,500 tons of coal and 500 tons of coke consigned to Messrs. Guthrie and Co., reports that on the 12th inst., at 7.30 a.m., a Russian cruiser was sighted steaming westward forty miles to the west of Achon Head. The cruiser approached the *Lock Tay* and carefully scrutinised her, but did not interfere with her. She steamed away westward again at a high speed.

A BRITISH CRUISER ON HER TRACK.

The same day at 5 o'clock in the evening the *Lock Tay* sighted another cruiser steaming in the Russian's track, and as she approached the steamer it was seen she was flying the White Ensign of England.

This warship was probably the cruiser *Proserpine* which left Singapore on the 10th at 11.30 a.m. bound for Colombo.

INDIFFERENT GUNNERY.

Another issue of the *Free Press* says:—"The Chinese say that it took eighteen shots to sink the merchantman, which shows, either that the Russians are indifferently acquainted with the use of their guns, or that the Chinese got mixed up in their counting."

CHINESE "CONFIDENCE" MEN.

Wong Sam and Li Cheng, the men who offered an smash \$100 to change some money for them, retained her jewelry as security, and disappeared with same, as recorded in a previous issue of the *Daily Press*, were yesterday charged before Mr. F. A. Fitzgerald at the Police Court with unlawfully, knowingly and designedly, and by certain false pretences obtaining from the complainant a pair of rattan hangers, mounted with gold and valued at \$50, with intent to cheat and defraud.

Hang Lim declared:—"On the afternoon of the 18th instant, as I was walking along Queen's Road, the defendants accosted me. The second asked the way to Wanchai, and the first told me to be kind and take him there. The first defendant then asked me to change some money, as he was a stranger to the place. He gave me a handkerchief in which something was rolled up, which the defendants said were bank notes. They asked for my bangles as security. I handed them to the second defendant, and went to change the money. They followed me part of the way. Before I arrived at the money changer's I opened the parcel and found that it contained nothing but paper and, on going in search of the defendants, I found that they had disappeared."

The first defendant said he knew nothing about the matter, but the second admitted taking the bangles, melting them down and selling the gold for \$17.50.

His Worship sentenced defendants to three months' imprisonment with hard labour and six hours' strokes.

THE WOMEN'S SUFFRAGE NONSENSE.

"Could a policeman be a woman?"

"Are Archbishops ladies?"

These two problems were propounded by Mr. Labouchere in the House of Commons. The occasion was a debate on the vexed question of Parliamentary votes to the other sex. The member for Northampton delivered the droll speech heard in the House this session. Standing at the foot of the gangway, wearing his favourite cutaway coat of blue, Mr. Labouchere kept the House in intermittent roars of laughter for nearly an hour.

"When you argue with a woman you begin to realise how she differs from a man," he said, in an attempt to depict what would happen if lady legislators sat in the House, as the proposer of the measure suggested.

"Men are very weak in regard to women. If a male and a female member of the House rose to speak simultaneously the men would always chivalrously give way, no matter what his politics."

"And supposing a man lived with his wife?"

The House was almost convulsed with merriment at the suggestion: "And they were the members of Parliament. The husband after listening to his wife's manhandling along in this Chamber, would return home to go through it all again!"

"You would turn this venerable and respectable Parliament into a promiscuity of sexes. There are a lot of young men here, and all sorts of political flirtations would go on. It would not be safe. As an old man—I am seventy—I would not place any such temptation in the way of my honourable friends opposite."

"Do you suggest juries of women?" turning to Mr. Bamford Stank, the proposer of the Bill to enfranchise women.

"Certainly," replied the member for St. Albans.

"Oh, one might as well talk to the Mad Mullah," exclaimed Mr. Labouchere amid peals of laughter.

"All we want is freedom," pleaded Mr. Stank.

"So do I," retorted Mr. Labouchere, "freedom for men. I am not going to be crushed under the dominion of women. I am the successor of St. Paul, who objected to women talking in the churches, the discussion places of his time. Take the church now. Are Archbishops women?"

Mr. Labouchere emphasised the limitations of women in regard to citizenship.

"Could a policeman be a woman?" he asked.

"Could a woman be a soldier? Women are more beautiful than masculine. And they have no sense of proportion. They exaggerate one thing and despise another."

In the end the Bill was talked out, an appropriate fable. It should never have been brought in.

RELATED RUSSIAN COLLERS.

A Tokyo telegram to the *N.Y. Daily News* on the 16th instant, says:—"Information has been received here that the Russian transport *Rosin Castle*, 2,620 tons net, *Dnally Castle*, 2,636 tons, and *McPherson*, 2,695 tons, which were purchased by the Russian Consul at Kiel and sent round the Cape early in April with coal and provisions, arrived at Cape St. James (Indo-China) on the 10th inst. The *McPherson* had been damaged by stranding at the entrance to Mozambique, but continued her voyage after temporary repairs had been effected."

MARINERS' TROUBLES.

DISOBEYING A LAWFUL COMMAND.

George Kennedy, master of the sailing ship *Jordan Hill*, charged Frank Horn A. B. before Mr. F. A. Fitzgerald at the Police Court yesterday with disobeying a lawful command.

The Master informed His Worship that defendant had been ordered to start work on Monday, but had refused to do so.

Defendant—I did not consider I was refusing duty, as I ought to have been paid off as the captain promised.

The Captain—I could not pay defendant off because he is under a three years' agreement. Because I refused, he refused duty, stating that I could either pay him off or send for the police.

Defendant—Ten days ago the master promised to discharge me.

His Worship to the Captain—Did you promise to pay him off?

The Captain—I got permission from the Harbour Master to pay off six men, but defendant was not one of them. I want him on board.

His Worship to defendant—You had better go back to the ship. You are not one of the six who are to be paid off. You have signed an agreement for three years, and it is your duty to perform your work according to the terms of that agreement. It is optional with the captain to discharge you, but he does not want to.

Defendant—But he promised that he would.

His Worship—He says he did not.

Defendant—But I have five witnesses to prove it.

His Worship—I think you had better go back, otherwise I shall have to punish you. Are you willing to return on board?

Defendant—The chief officer threatened to fix me and take me home in irons, so I don't think I will go back.

Second Officer Bowen—On Monday morning I told the defendant to start work, and he refused.

His Worship—I give you one more chance. Are you willing to go on board?

His Worship—With reference to the question of your wages, "he improperly tricked, do you wish to have the chief officer called?"

Defendant—The constable who arrested me is present, and he can tell your Worship what the chief officer said.

Lance Sergeant Wills—The chief officer told me to take charge of the defendant, and put him in irons until the ship was leaving.

Defendant, to His Worship—I again refuse to go on board, as the captain promised me my discharge.

His Worship—You will go to goal for three weeks with hard labour.

FRACAS ON THE S.S. "CLAYVERING."

David Barton, master of the steamer *Clayvering*, charged his second officer, W. Jenkins, with threatening and using abusive language towards him whereby a breach of the peace might have been occasioned.

The defendant had taken out a cross-summons charging the captain and chief officer Davis with assault on board the ship.

Mr. H. J. Gedge, of Messrs. Johnson, Stokes and Munster, appeared for the captain and chief officer.

Captain Barton deposed:—"The *Clayvering* arrived on the 10th inst. from Mexico. The second officer was shipped on 21st March last, to be discharged on 21st February, 1906. On Friday night the defendant went ashore, returning on Saturday morning under the influence of liquor. He came to me and complained about the third officer being ashore, and passing a report that he was in debt. He asked me for an advance which I had promised him a few days previously. I told him I would give him his advance in the afternoon. The defendant then used very foul-mouthed language. He said he would 'fix' me, he'd 'do for me and use other threats; and also said that I had been carried aboard drunk since I had been at the ship. I told him to clear off the room. He refused to go. I then tried to take him, but he attempted to strike me, and would have done so had the chief officer not caught hold of his arm. He attempted to go ashore, but I stopped him, and locked him up in his room. He threatened if he got out to chop me down with an axe. His conduct became so bad that I had to put him in irons."

William Lee, Chief Engineer, stated:—"On Saturday morning, the 17th inst., the defendant came on board slightly intoxicated. Defendant went up to the captain, who was on the bridge, and asked him if he had his (defendant's) money ready, as he wanted to pay his debts. The captain put him into his berth, but he again went on to the bridge and attempted to strike the captain. I caught hold of his arm and prevented him. He called the Captain a tramp captain, but did not hear him say anything. He said he was drunk since the captain and chief officer were ashore, and that they were drinking morning, noon and night, and the captain tried to put the ship ashore. At the time he was in irons, defendant told the captain that if he had an axe in his hands he would chop him down, as he was a gentleman and a captain was a pig."

Defendant—Did I use any abusive language to the captain before I was put in irons?

Witness—Not that I know of.

David Davis, Chief Officer, stated:—"I was standing on the main deck when defendant came aboard. I heard him calling out to the captain that he wanted his discharge. Defendant said he was the only man who should have been master of the ship. He was using abusive language all the time."

Inspector Langley said he was at the Tai-chai police station on Saturday morning when defendant was taken to the police under the influence of liquor and very noisy.

His Worship—Do you wish to ask the Inspector any questions?

Defendant—No. I have no doubt he has been paid dollars by the other side.

His Worship—You must say that.

The cross-summons was then heard in which defendant charged the Captain and Chief Officer with assault.

William Jenkins deposed:—"I am second officer of the s.s. *Clayvering*. I went aboard on Saturday morning, and everything appeared to be going all right. The captain said, laughing at me, 'you see what the third officer's 24 hours notice is.' I said: 'Well, you can take mine.' With that the captain and chief officer assaulted me, tearing off my clothes. I was only one man against many, and they put me in irons in Hongkong harbour. I was sober when I went on board, but they were drunk. I did not use abusive language or a tempt to strike the captain before I was put in irons."

In cross-examination—When I boarded the ship that morning, I asked the captain for an advance. He said he would draw the money next morning. I said I wanted to go and straighten things up. I told the captain that I could leave the ship on 24 hours' notice. I did not use abusive language until after I was put in irons.

Here Mr. Gedge asked another question and witness said:—"I suppose you are the solicitor for the defence, and are getting well paid for this."

Mr. Gedge—That's nothing to do with you.

His Worship—I will send you to goal if you behave like that.

Witness—Well, Sir, I did get out of temper.

His Worship—Well, you had better not do so in my court. Of course he is a solicitor, or he could not appear here.

Witness, continuing—The captain did not take me to my room. He tried to. After a lot of abusive language on the captain's part I was put in irons. I did not threaten to 'do for' him or 'fix' him before that. I told the captain he tried to pile the st'up up, either wilfully or through his lack of knowledge of navigation. When I was shackled up to a stanchion like a dog in Hongkong harbour, the captain asked me if I would fight him. I said:—"I am too old to fight you, but let me go and give you an axe, and you take an axe, and we'll see what we can do."

Frank Turner, third officer, was then called by complainant as a witness, but said he was asleep when the row occurred on board, and knew nothing about the "piling up" of the ship.

Complainant—Have you ever seen the chronometer run down on board the ship?

Witness—The chief officer told me one morning that he had forgotten it and asked me to go and attend to it, which I did. That is the only time.

Complainant—Did not the captain offer you the second officer's job?

Witness—No.

His Worship—With reference to the charge against the Second Officer, I find it proved and order him to pay a fine of \$15 or be imprisoned for one month with hard labour. I also bind him over in the sum of \$100, peace and good behaviour for twelve months. With regard to the cross-summons, I am of opinion that the captain was quite justified in putting the second officer in irons, and order the summons to be dismissed and the defendants to be discharged.

ABSENT FROM DUTY.

This was a charge preferred by the captain of the same vessel against Frank Turner, third officer, for absenting himself from duty without permission while in the waters of the Colony.

While ashore, the defendant, together with another officer, caused the ship to be arrested, as they claimed wages which they alleged were due to them.

His Worship—I think the best course would be to adjourn the summons *sine die*, and let defendant go aboard.

Defendant—No, Sir, I don't want to go on board. I want what is due to me, and to be allowed to go on my own way.

Mr. Gedge—We cannot do that. Your Worship, as there is an action in progress, which has been brought against the ship by the defendant.

Defendant—I am only claiming my wages, which I would ask the captain to give me and let me go.

Mr. Gedge—The defendant's wages are not due, and he has been ashore since Thursday, the 16th instant.

Defendant—I have been to the shipping office twice a day since I came ashore, so that they could not say I was a deserter. It is impossible for me to go back on board after this trouble. It would mean murder.

The summons was adjourned *sine die* to enable the parties to, if possible, come to a settlement.

THE GLANDMOTHER SEEMS TUTION.

CHINESE MANDARINS IN CEYLON.

The *Times of Ceylon* says:—"There arrived in Colombo by the *Deutch* s.s. Chinese officials, who have been sent out by their Government at Ceylon on a mission to study our methods of manufacturing tea, for the purpose of comparing them with those of the primitive Chinaman, and, if necessary, suggesting to the latter the desirability of improvement."

The mission consists of Mr. Cheong, a Mandarin of high degree and an official, considerable success in his own country. Mr. Shen, a linguist of great ability, who holds the position of Interpreter or Foreign Secretary to the Viceroy of Nanking; and Mr. L. A. Lyall, an Englishman, who holds an appointment in the Chinese customs and is in the service of the Viceroy of Nanking. They are attended by their secretaries and a retinue of servants, and intend to spend two or three months, more or less, in the island.

Mr. Lyall, who is the Viceroy's interpreter, was very courteously placed himself at the disposal of the interviewer, but was somewhat indisposed to say much about the mission, being anxious to avoid anything that might savour of advertisement. However, he yielded to the persuasion of the pressman.

"We are here to inquire into the tea industry and, as far as possible, to study the methods adopted in the manufacture of Ceylon tea. Ceylon manufactures is believed to yield better results, and the Viceroy of Nanking, which is the capital of several important provinces, comprising the chief tea districts, decided that it might be beneficial to introduce Ceylon methods into China."

The mission placed itself in touch with several Ceylon planters before leaving and they intend to spend several weeks up-country visiting tea estates, factories, &c., and generally studying the whole question. Nanking, and the districts around it, are responsible for an annual output of 50 million lbs., more or less. Mr. Lyall told our representative.

"What particular markets do you cater for?"

"I am not interested personally in the tea industry and can only speak from information; but I believe our green tea is to a great extent absorbed in America, while the black tea goes to England and to the East. The export to England is high, and very much of late. The finest and the cheapest teas are sent to Russia. The best grades are very much appreciated by the Russian nobles, while our cheapest is made into brick tea and is consumed by the Russian peasant."

The difficulty of getting the Chinamen to copy Ceylon methods will be very considerable, it seems.

"How do the Chinese grovers regard this mission?"

"I don't think they know anything about it at all."

"Why, have you not been sent out at their instance?"

Mr. Lyall laughed. It is a paternal government trying to do good to the people without their knowledge, evidently. "The mission has been sent out by the Viceroy entirely on his own initiative. I don't think the producers have heard anything of it. News does not circulate easily or rapidly in China, you know."

The pressman expressed his profoundest sympathies for China's millions who do not enjoy the blessings of a daily newspaper.

"Will they accept any improvements you may recommend?"

"It will not be at all an easy matter. The Chinese methods of production are entirely different to those obtaining here. The conditions are quite dissimilar. Here you have combined and organized capital, large companies owning and managing tea estates under one management. That enables them to employ machinery and face large expenditure in search of large profits. But in China, the tea-growers are peasants with small holdings, little gardens and small farms, with only a few acres of land. It would be exceedingly difficult to induce these intensely conservative people to abandon their primitive

PHOTO SUPPLIES.

LONG. HING & CO.

No. 17, QUEEN'S ROAD.

Hongkong, 5th June, 1905.

methods and adopt improvements. Machinery will be prohibitive because of its cost."

"Could the growers not be organized and co-operate, and tea grown within a certain radius employ one factory in common?"

Mr. Lyall did not seem sanguine. "The Chinaman does not care for new ways and does not display very keen anxiety for very much money. With his present methods, he can make enough money to live upon, and it would be difficult to induce him to change by placing before him the prospect of larger returns."

Does the tea industry represent any wealth to the Government?

"Certainly. I believe the tea industry in China represents perhaps five million taels, that is about 7½ million dollars, in revenue."

"In export duty?"

"Yes, there is an export duty of practically 2 dollars or 1½ on every 133 lbs."

"Is there much tea produced?"

"Enormously more than is exported. The home consumption is very much more important than the foreign export."

"There are large areas where tea is grown which is good enough for local consumption, though not good enough for export. The Chinaman never drinks water, but drinks tea instead. It is only very rarely, on festive occasions, that he takes anything else."

"Is there any taste for British-grown tea?"

"Practically none, it seems. They did import Indian and Ceylon tea with the idea of blending with China tea, believing it would work out cheaper to do it in China than in Europe. From the last accounts, however, I think that idea has had to be abandoned as it did not turn out a success."

JAPANESE INFLUENCE IN CHINA.

The pressman turned the conversation to politics, and Mr. Lyall had a good deal to say that is of much interest at this juncture.

"Where do the Chinese sympathies go in the war, Mr. Lyall?"

"With Japan, certainly. The Chinese think that Russia has been a great big long feeding on their country for a great many years now. The Chinese are considerably relieved at the Russian reverses. They are not enthusiastically in love with the Japanese, of course, but the Japanese ascendancy will, they hope, secure China against the dangers of partition among European nations, a prospect which was imminent to their minds some time back. The remembrance of the late war with Japan is still fresh in their minds, and naturally they entertain no feeling that can be called liking for the Japanese."

"But the Japanese have acquired a dominant influence in China?"

"Not a dominant influence by any means. The Japanese do not inspire the Chinese with the fear that the Russians inspired. But they have acquired great influence in the empire. There are large numbers of Japanese engaged as teachers in China, and the Chinese employ the Japanese and rely more upon them than they rely upon any European power. They turn to the Japanese for advice. Japanese teachers are employed in civil and military affairs, and much of the general education of the people is in the hands of the Japanese. Japanese masters teach in Chinese schools and impart most of the various forms of training."

"They do not look to the Japanese as the source of salvation, then?"

"No. They rather look up to them in the light of a friendly power able to protect them against European powers."

"Does China take kindly to European ways?"

"They are progressing. They have factories and railways, but they retain their own manners and customs which are superior to ours in many respects. Their object is to adopt just a sufficient amount of European methods to enable them to resist other powers and to keep their own."

"Is there any general fear of European aggression?"

"There was marked apprehension some years ago of European aggression, and that to a great extent led to the Boxer trouble. I think the feeling has grown very much less now, but even at the present moment it has not disappeared entirely."

OPINIONS OF TOKYO PRESS.

The *Kokumin* says that the ray of peace is now visible, thanks to President Roosevelt's disinterested good offices. Roosevelt applying to the world what Washington applied to America. The *Kokumin* applauds the Government's becoming attitude despite Japan's successive victories, and believes that Russia will not betray Roosevelt's wishes.

The *Kokumin* urges the nation to endeavour to master in peace as well as master in war. The leading journals agree that peace is not yet actually attained; and the *Nishi Nichi* insists that the prearranged operations should be prosecuted steadily, without regard to the negotiations, which may be prolonged, and may not improbably end in a rupture.—*N.Y. Daily News*

JAPANESE IDEA OF "HANSARD."

The following should amuse Hongkong legislators, who also undergo the "Hansard" treatment. The *Yokohama Choho*, a Chiuanistic and somewhat primitive Tokyo paper, says:—"Legislators in Australia are so ignorant that they cannot even speak their own language correctly and before their speeches in Parliament are allowed to go to the public they are corrected and put into proper English by gentlemen of education and special training, who are called 'Hansard,' and who are paid highly for their services. And these are the men who pass laws to insult the educated Japanese, and say that they shall not enter Australia."

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—"On the 21st at 12.10 p.m. the barometer has fallen in E. Japan and risen over W. Japan, the Looshoos and the coast of China."

The recent typhoon which reached S.W. Japan yesterday as a moderate depression, is traceable this morning as a slight depression in the S.E. part of the Sea of Japan.

Gradients are slight on the China coast and moderate to fresh N.E. and E. winds may be expected in the Formosa Channel and along the northern shores of the China Sea.

Forecast:—Moderate to fresh E. winds; fair to showery.



SHIPPING.

ARRIVALS.

BECHUANA, British str., 2,678, P. J. Grogan, 20th June, London via Colombo and Singapore 6th May, General, Nippon Yusen Kaisha.

CAUCHAS, British str., 4,270, W. T. Hannab, 21st June, Fochow 19th June, General, Butterfield & Swire.

DERWENT, British str., 1,552, Jenkins, 21st June, Saigon 17th June, General, Chinese.

FORKOR, British str., 4,000, Suow, 21st June, London 13th May and Singapore 16th June, General, P. & O. S. N. Co.

HANYANG, British str., 2,206, McIntosh, 21st June, Shanghai 17th June, General, Butterfield & Swire.

HANOT, French str., 735, P. Morice, 21st June, Haiphong 18th June and Hanoi 20th June, General, A. R. Marty.

HANKE, Chinese str., 1,039, F. R. Johar, 21st June, Shanghai 18th June, General, Chinese.

ITHAKA, German str., 1,446, H. Erkhor, 21st June, Chinkiang 19th June, General, Siemens & Co.

KANSA, British str., 1,224, J. Warrack, 21st June, Fochow and Chofu 18th June, General, Butterfield & Swire.

LABUAN, British str., 2,241, J. S. Gerdner, 21st June, Batum 20th May, Case Petroleum, Order.

LOONGMOON, German str., 1,245, Kalkofen, 21st June, Shanghai 18th June, Rice, Beans and General, Siemens & Co.

SACHSEN, German str., 1,590, F. v. Latten, 21st June, Bremen 19th June, Mails and General, Melchers & Co.

SERENT, British str., 1,430, Parrell, 21st June, Langkat 6th June and Singapore 15th June, Case Oil, McBain.

WONGKOL, German str., 1,115, W. Rober, 21st June, Bangkok via Swatow 18th June, Rice and General, Butterfield & Swire.

CLEARANCES.

At the Harbour Master's Office.

Beckley, British str., for Calcutta, Bremen, German str., for Sandakan, Calcutta, British str., for Singapore, Hanyang, British str., for Canton, Hue, French str., for Kwangchow, Incho, British str., for Canton, Loongmoon, German str., for Canton, Bechuana, British str., for Nagasaki, Zaida, British str., for Amoy.

DEPARTURES.

21st June.

BROHOLM, Danish str., for Saigon.

CHIKKIAN, British str., for Chofu.

CHINGTU, British str., for Kobe.

CLAYBING, British str., for Sulina Cruz.

DECCAN, British str., for Royal Road.

EL KANFARA, French str., for Shanghai.

EMMA LUTEN, German str., for Swatow.

EMPEROR OF INDIA, British str., for Kutchinotzu.

HERO, Norwegian str., for Kutchinotzu.

HONGKONG, French str., for Haiphong.

KANSU, British str., for Canton.

KWANGKE, Chinese str., for Shanghai.

MACHOW, German str., for Bangkok.

PITTSBURGH, German str., for Bangkok.

SIGNAL, German str., for Hanoi.

SHIPPING REPORTS.

The German str. Wongkol reports: Fine weather.

The British str. Taiman reports: Fairly fine throughout.

The British str. Derwent reports: Light S.W. winds and smooth sea all the way.

The British str. Hanyang reports: Fine and clear weather throughout the voyage with variable winds.

The British str. Calchas reports: Had fine weather with heavy confused swell from White Dogs to Chong Island; from thence to port moderate S.W. winds and fine. Passed British cruiser and two torpedo destroyers about 15 miles S.W. of Lamook, and a bulk is tow 20 miles S.W. of Lamook.

VESSELS ON THE BERTH.

ABREDEEN DOCK.—Naim, Scottish Bilt, Kowloon Dock.—Nuford, Travancore, Argus, Adamant, COSMOPOLITAN DOCK.—Huangshan, Australia.

VESSELS ON THE BERTH.

IMPERIAL GERMAN MAIL LINE.

FOR EUROPE.

THE Steamship "ZIEREN," Captain v. Biezer, will leave TO DAY, the 22nd inst., at Noon instead of as previously notified.

MELCHERS & CO.

Hongkong, 20th June, 1905. [15]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATOON APCAR," Captain E. Fox, will be despatched for the above ports TO-MORROW, the 23rd inst., at 3 P.M. For Freight or Passage, apply to DAVID SASSOON & CO., LD., Agents.

HONGKONG, 19th June, 1905. [16]

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship "BENLOMOND," Captain Henderson, will be despatched as above on or about the 24th inst. For Freight, apply to GIBB, LIVINGSTON & CO., Agents.

HONGKONG, 14th June, 1905. [1445]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBÉ.

THE Company's Steamship

"CHINA"

Captain Tomanovich, will leave for the above places on SATURDAY, the 24th inst., P.M. For Freight or Passage, apply to SANDER, WIELER & CO., Agents.

HONGKONG, 17th June, 1905. [3]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into four sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	PORT	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	BENLOMOND	Brit. str.	—	Henderson	GIBB, LIVINGSTON & CO.	About 24th inst.
LONDON & ANTWERP	NUBIA	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	On 1st July, at Noon.
LONDON & ANTWERP	PALESTINE	Brit. str.	—	E. G. Andrews	P. & O. S. N. Co.	About 7th July.
LONDON & ANTWERP	GLAUCUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 4th July.
LONDON & ANTWERP	HYSON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 18th July.
LONDON & ANTWERP	AXAX	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 1st Aug.
LONDON & ANTWERP	IDOMENEUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 15th Aug.
LONDON & ANTWERP	PALESTINE	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 28th Aug.
MARSEILLES, &c. via PORTS OF CALL.	CALEDONIAN	Ger. str.	—	Gregory	MESSAGERIES MARITIMES	On 27th inst., at 1 P.M.
BIEMEN, via PORTS OF CALL.	ZIEREN	Ger. str.	—	v. Biezer	MELOCHERS & CO.	To-day, at Noon.
HAYRE, A. WERP & HAMBURG VIA STRAITS, &c.	HELVETIA	Ger. str.	k. w.	Russ	HAMBURG-AMERICA LINE	On 7th July.
HAYRE, BREMEN & HAMBURG VIA STRAITS, &c.	SITHONIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERICA LINE	On 12th July.
HAYRE & HAMBURG VIA STRAITS, &c.	ACILIA	Ger. str.	k. w.	Schulke	HAMBURG-AMERICA LINE	On 26th July.
HAYRE & HAMBURG VIA STRAITS, &c.	ALBESIA	Ger. str.	k. w.	Sachs	HAMBURG-AMERICA LINE	On 9th Aug.
HAYRE & HAMBURG VIA STRAITS, &c.	SAMBIA	Ger. str.	k. w.	Luning	HAMBURG-AMERICA LINE	On 23rd Aug.
HAYRE & HAMBURG VIA STRAITS, &c.	RHENANIA	Ger. str.	k. w.	Förck	HAMBURG-AMERICA LINE	On 6th Sept.
TRIESTE, &c. via SINGAPORE, &c.	MARIE VALERIE	Aus. str.	—	Boberovich	SANDER, WIELER & CO.	On 27th inst., P.M.
TRIESTE, &c. via SINGAPORE, &c.	NIPPON	Aus. str.	—	Stich	BUTTERFIELD & SWIRE	On 2nd July, A.M.
GENOA, MARSEILLES & LIVERPOOL	TELEGRAPH	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th July.
GENOA, MARSEILLES & LIVERPOOL	STENOR	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 27th Aug.
NEW YORK VIA PORTS & SUEZ CANAL	MONTROSE	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 26th inst.
NEW YORK VIA PORTS & SUEZ CANAL	KENNEDY	Brit. str.	—	—	DODWELL & CO., LD.	About 30th inst.
NEW YORK VIA PORTS & SUEZ CANAL	VERONA	Ger. str.	—	—	STANDARD OIL CO.	Early in July.
NEW YORK VIA SUEZ	VANDALIA	Ger. str.	k. w.	Fobronz	CARLWITZ & CO.	Quick despatch.
VANCOUVER, via SHANGHAI JAPAN, &c.	TANTAR	Brit. str.	1 m.	Haase	HAMBURG-AMERICA LINE	a 4th July.
VANCOUVER, via SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	W. Dawson, R.N.R.	CANADIAN PACIFIC R. CO.	On 12th July.
VICTORIA (B.C.) & TACOMA VIA JAPAN	PLEIADES	Am. str.	—	H. Pybus, R.N.R.	BUTTERFIELD & SWIRE	On 30th inst.
VICTORIA (B.C.) SEATTLE, &c. via JAPAN	KREMER	Brit. str.	1 m.	F. G. Purlingdon	PORTLAND & ASIATIC S.S. CO.	On 17th July.
PORTLAND, OREGON VIA SHANGHAI, &c.	NICHOMEDIA	Ger. str.	—	Wagner	MELCHERS & CO.	On 1st July, at Daylight.
AUSTRALIAN PORTS	WILLERAD	Ger. str.	—	Obernauer	BUTTERFIELD & SWIRE	On 27th inst., at Noon.
AUSTRALIAN PORTS	CHINGTU	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 10th July.
AUSTRALIAN PORTS	FAUSTANG	Brit. str.	—	McArthur	GIBB, LIVINGSTON & CO.	On 12th July, at Noon.
AUSTRALIAN PORTS	FORMOSA	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	About 22nd inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBÉ	ESANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 28th inst., at 3 P.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBÉ	SHANGHAI	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-morrow.
YOKOHAMA, via SHANGHAI, MOJI & KOBÉ	TIENTSIN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-morrow, at 10 A.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBÉ	FAUSTANG	Brit. str.	—	McArthur	JARDINE, MATHESON & CO.	To-morrow, at 3 P.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBÉ	CHINA	Aus. str.	—	Tomagovich	SANDER, WIELER & CO.	On 27th inst., P.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBÉ	HANGSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 26th inst., at 3 P.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBÉ	TOURANE	Brit. str.	—	—	MESSAGERIES MARITIMES	About 28th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBÉ	HANYANG	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 27th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBÉ	CHUSAN	Brit. str.	—	H. W. Knorick, R.N.R.	P. & O. S. N. Co.	About 30th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBÉ	CLARA JESSEN	Ger. str.	—	Randixen	OSAKA SHOSHEN KAISHA	On 5th July, at 10 A.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBÉ	PROTEUS	Ger. str.	—	Knabbe	OSAKA SHOSHEN KAISHA	On 25th inst., at 8 A.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBÉ	FRITHJOF	Ger. str.	—	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	On 2nd inst., at 8 A.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBÉ	PROMISE	Ger. str.	—	Thorntensen	OSAKA SHOSHEN KAISHA	About 3rd July.
YOKOHAMA, via SHANGHAI, MOJI & KOBÉ	YUENSANG	Brit. str.	—	R. Rodger	JARDINE, MATHESON & CO.	To-morrow, at 3 P.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBÉ	ZAFIRO	Brit. str.	1 m.	—	SHEWAN, TOMES & CO.	On 24th inst., at Noon.
YOKOHAMA, via SHANGHAI, MOJI & KOBÉ	TEAN	Brit. str.	—	A. H. Notley	BUTTERFIELD & SWIRE	On 24th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBÉ	RUBI	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 1st July, at Noon.
YOKOHAMA, via SHANGHAI, MOJI & KOBÉ	KWEILIN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 27th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBÉ	KAIFONG	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-morrow.
YOKOHAMA, via SHANGHAI, MOJI & KOBÉ	MAUSANG	Brit. str.	—	E. Fey	JARDINE, MATHESON & CO.	On 27th inst., at 3 P.M.
YOKOHAMA, via SHANGHAI, MOJI & KOBÉ	ABRATOON APCAR	Brit. str.	—	—	DAVID SASSOON & CO., LD.	On 27th inst., at Noon.
YOKOHAMA, via SHANGHAI, MOJI & KOBÉ	SUISANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 27th inst., at Noon.
YOKOHAMA, via SHANGHAI, MOJI & KOBÉ	TIJAHAI	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
via
MOJI, KOBÉ AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
PLEIADES	3,753	F. G. Purlingdon	Friday, June 30th
SHAMUT	3,608	E. V. Roberts	Wednesday, July 12th
TREMONT	3,606	T. W. Gerlick	Tuesday, August 2th

Cargo only.

CHEAPFARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS.

QUEEN'S BUILDINGS, HONGKONG, 9th May, 1905.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTS, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BRISGAVIA	HAYRE, ANTWERP & HAMBURG	On 7th July. Freight.
Capt. Russ	(Calling at Singapore, Penang and Colombo)	
SITHONIA	HAYRE, BREMEN & HAMBURG	On 12th July. Freight.
Capt. Hildebrandt	(Calling at Singapore, Penang and Colombo)	
ACILIA	HAYRE and HAMBURG	On 26th July. Freight.
Capt. Schulze	(Calling at Singapore, Penang and Colombo)	
ALBESIA	HAYRE and HAMBURG	On 9th Aug. Freight.
Capt. Sachs	(Calling at Singapore, Penang and Colombo)	
SAMBIA	HAYRE and HAMBURG	On 23rd Aug. Freight.
Capt. Luning	(Calling at Singapore, Penang and Colombo)	
RHENANIA	HAYRE and HAMBURG	On 6th Sept. Freight & Passengers.
Capt. Förck	(Calling at Singapore, Penang and Colombo)	
VANDALIA	NEW YORK VIA SUEZ	At about beginning of October. Freight.
Capt. Haase	with liberty to call at the Mactan at the end of October.	

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabin midships. Lighted throughout by electricity. Daily qualified doctor and stewaresses are carried.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE No. QUEEN'S BUILDING.

OSAKA SHOSHEN KAISHA.

REGULAR STEAM-SHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS

AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMUI VIA SWATOW AND AMOY	"PROTEUS"	SUNDAY, 25th June, at 8 A.M.
TAMUI VIA SWATOW AND AMOY	"FRITHJOF"	SUNDAY, 2nd July, at 8 A.M.
ANPING VIA SWATOW AND AMOY	H. A. HARALDSEN	About MONDAY, 3rd July.
SHANGHAI VIA SWATOW AND AMOY	"PROMISE"	THURSDAY, 6th July, at 10 A.M.
	THORNTENSEN	
	"CLARA JESSEN"	
	Bendixen	

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

On account of the present state of political affairs, all the Company's new steamers are being requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply to the Company's local Branch Office at No. 8, Des Vaux Road Central.

Hongkong, 22nd June, 1905. T. ALIMA, Manager. [14]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon midships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	Sat., 24th June, Noon.
RUBI	2540	A. H. Notley	Manila	Sat., 1st July, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 19th June, 1905.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. "NORDPOL" ... On 23rd June.

S.S. "INDRAWADI" ... On 25th July.

For freight and further information apply to

SHEWAN TOMES & CO.,
GENERAL AGENTS.

Hongkong, 19th June, 1905. [1004]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR

YOKOHAMA VIA SHANGHAI, MOJI AND KOBÉ.

(Passing through the Inland Sea)

SHANGHAI

LONDON, &c.

LONDON AND ANTWERP

VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES

For further Particulars, apply to

L. S. LEWIS,
Acting Superintendent.

Hongkong, 26th June, 1905. [7]

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.

The following chartered steamers will run at intervals of about 8 weeks—

S.S. "LOTHIAN" ... Captain J. C. Williamson.

S.S. "INDRAVELLI" ... Captain S. Callington.

S.S. "COVENTRY" ... Captain J. W. Martin.

S.S. "CRANLEY" ... Captain W. E. Steele.

S.S. "KIBAL" ... Captain M. Robertson.

S.S. "ASCOT" ... Captain C. E. Cox.

S.S. "SIKH" ... Captain J. Rowley.

S.S. "INKULA" ... Captain Deza.

S.S. "KATHERINE PARK" ... Captain

